





## Today's Advertisements.

THEATRE ROYAL.  
CITY HALL.

### THE EVENT OF THE SEASON.

HENRY DALLAS'  
MUSICAL & DRAMATIC  
COMPANY.

LAST TWO NIGHTS.

### TO-NIGHT! TO-NIGHT!

Grand Production for the First time in the  
East of the Latest Musical Success which  
had had a prosperous run for over a year  
at TERRY'S THEATRE, LONDON.

### THE FRENCH MAID, THE FRENCH MAID.

TO-MORROW TO-MORROW

LAST NIGHT LAST NIGHT

### THE FRENCH MAID. LAST NIGHT! TO-MORROW!

PLAN at ROBINSON PIANO Co. Usual Prices.

Doors Open 8.30. Commence 9.15.  
A late Train will run to the Peak 15 minutes  
after the Performance.

BERTRAM HERMANN,  
Business Manager.

Hongkong, 14th May, 1900. (626)

WANTED.  
A REMINGTON TYPEWRITER, new  
or second hand, in really good condition,  
only to P. O. Box 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Hongkong, 14th May, 1900. (626)

ON the 4th instant, at the PLACE A BROWN  
SPANIEL, RETRIEVER DOG, with  
Collar Number 103. A few days later, he was  
seen at Kowloon 1400.

A REWARD will be given to anyone re-  
turning the Dog or furnishing information as to  
his whereabouts.

Apply to  
J. K.  
Hongkong, 14th May, 1900. (626)

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY & TAIWAN  
THE Company's Steamship

"THALES"  
Captain Passenger, will be despatched for the  
above Ports, TO-MORROW, the 15th instant,  
at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS LAURIE & Co.,  
General Managers.

Hongkong, 14th May, 1900. (626)

THE OSAKA SHOSHIN KAISHA,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI  
THE Company's Steamship

"TAMSETI MARU"  
Captain H. Nagata, will be despatched for the  
above ports, on SUNDAY, the 20th instant,  
at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 14th May, 1900. (626)

"FRENCH MAIDS" will be in Hongkong  
but one will be on crew at the THEATRE

ROYAL, TO-NIGHT and TO-MORROW.

NOTICE TO CONSIGNEES.

THE C. P. R. Co's Steamship

"EMPEROR OF JAPAN"  
Having arrived from VANCOUVER, B.C.,  
Consignees of Cargo, in the above-named  
Vessel are hereby informed that their Goods  
are being landed and placed at their risk in  
the Hongkong & Kowloon Wharf & Godown  
Company's Godowns at Kowloon, where de-  
livery can be obtained as soon as the Goods  
are landed.

Goods not cleared by the 10th instant, at  
4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

D. W. CRAIDDOCK,  
Acting General Agent.

Hongkong, 14th May, 1900. (626)

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE"  
FROM PORTLAND, ORE., YOKOHAMA,  
KOBE AND MOIJI.

The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading for countersignature,  
and to take immediate delivery of their Goods  
from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 14th May, 1900. (626)

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

S.S. "VICTORIA"

NOTICE TO CONSIGNEES AND  
UNDERWRITERS.

Cargo shipped by S.S. "Victoria," in Tacoma  
for Hongkong and the South has been trans-  
shipped at Kobe and forwarded to Hongkong  
by S.S. "Monmouthshire," which steamer arrived  
here at 2 P.M., TO-DAY.

Bills of Lading will be countersigned by the  
undersigned.

DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 14th May, 1900. (626)

## Intimations. EYE-SIGHT.

Mr. N. LAZARUS,  
Oculist-Optician, of London and Calcutta, may  
be consulted for SPECTACLES at  
BREWSTER & Co.  
(UNDER THE HONGKONG HOTEL).  
Business Hours: 9 A.M. to 5 P.M.

### ONLY FOR A FEW DAYS MORE.

Constantly recurring headaches, spots of  
dimness when reading, weak eyes, the letters  
running together, any of these symptoms  
indicate a deficiency in the form of the eye  
requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-  
CLES only after testing the sight.  
ADVICE FREE. (580b)

### A. S. WATSON & Co., LIMITED.

THE LEADING MANUFACTURERS  
OF

### AERATED WATERS IN THE FAR EAST.

THE MACHINERY in use is of  
the latest design and most up-to-date  
character.

ENGLISH EXPERTS manage  
our factories, and their practical  
knowledge produces an article that is  
unrivalled for its excellence.

The Water used is the purest in  
the Island and is skillfully filtered on  
scientific principles.

We use only the best and most  
expensive ingredients, guaranteeing  
Absolute Purity.

We quote Special Prices for large  
consumers.

A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1871.

The Hongkong Telegraph

Hongkong, Monday, May 14, 1900.

### NOTES AND COMMENTS.

#### A Public Nuisance.

On Saturday last we saw a very large  
Mr. O'SHEA, Director of Public Works and  
President of the Sanitary Board upon a  
question of the nuisance of death rates. To-  
day it is another of the Members of the  
Sanitary Board that we have to take to task,  
and this time to a person than Mr.  
O'SHEA, the senior official member. In  
the first place we would like to remind Mr.  
O'SHEA that besides being a member of the  
Sanitary Board, he is the ruling spirit of the  
Godown Company. The next juggle  
that we have to give to his memory is that  
an old proverb, "People who live in  
glass houses should not throw stones." We  
would also refresh the memory of the gentle-  
man in question with the fact that at the  
last meeting of the Sanitary Board he said  
that he only feared that after a great deal  
of time and trouble had been expended,  
the time of their labours would only be  
prolonged. Doubtless Mr. O'SHEA was  
right in his simile, but we do not think that  
he should have been the one to have made  
such a statement. On a recent occasion it  
was Mr. O'SHEA's hands are not clean.  
He has been involved in a matter that would  
have brought down the wrath of the public  
upon any unfortunate official who had done  
like this. We would remind Mr. O'SHEA that  
months ago the question of the nuisance  
situated upon the premises of the Godown  
Company were the subject of complaint to  
the Sanitary Board. Mr. O'SHEA then said  
that the nuisance would shortly be abated  
by the removal of these latrines, but from  
that day to this nothing whatever has been  
done in this direction. On the other hand  
the nuisance has been allowed to increase.

One of these latrines is situated at the  
corner of the Godown premises abutting  
on Chater Road, Kowloon. The Godown  
Company has lately erected a new block of  
godowns on this particular portion of their  
premises, and in consequence the latrine in  
question has been partly demolished. It has  
not been closed, however, but has had a  
greater strain than ever put upon it by the  
fact that a large number of coolies have been  
employed upon reclamation work in the  
vicinity for the last few months and have,  
as the latrine is quite open to the road,  
made free use of it. The place being half  
pulled down and totally inadequate to the  
needs of the coolies frequenting it, the result  
has been that it has become a more intolerable  
nuisance than before. The ground outside  
it is always saturated with the liquid which  
leaks out, and the place poisons the whole of  
the surrounding atmosphere. Why then  
should Mr. O'SHEA pose as an authority  
upon sanitary reform when a place under  
his direct supervision and which he could  
transform into an object lesson for his con-  
ferees upon the Board is one of the, if not  
the, most disgraceful nuisances in the Colony.  
We invite the other members of the Sanitary  
Board to come and view the spot if they  
think that we have exaggerated matters, and  
if the Godown folk have not taken time by  
the forelock and done away with the nuisance  
upon reading our remarks, we shall be pleased

to conduct them to the place and prove that  
we are right in what we say. If our words  
should induce Mr. O'SHEA to have the  
place pulled down and utterly removed, then  
we shall have accomplished our object and  
will be happy to support him in his next  
attack upon filth. In the mean time—  
*he should not throw stones.*

### The Wei-hai-wei Trouble.

The telegram, which we publish from our  
Tientsin Correspondent, though a trifle late,  
throws some additional light upon the situa-  
tion at Wei-hai-wei, inasmuch as it informs  
us that men are being landed from the Fleet  
and that the British Minister is making strong  
representations to the Tientsin Yamen. We  
trust that this time British representations  
will result in strong action and that we shall  
not witness another such scene as the retroces-  
sion of Sam Chun with its accompanying  
loss of prestige.

Mr. BROMBERG's announcement that the  
delimitation of the boundary was to be pro-  
ceeded with even without Chinese co-operation  
savours somewhat of a little more  
stiffness being infused into British methods  
of dealing with China, and we trust that our  
suzerain will prove correct. A recent issue of  
the *North China Daily News* states that the  
Wei-hai-wei natives accuse the Chinese  
commissioners of having sold their country  
without any reference to them, and leading  
between the lines it is easy to see that Peking  
has made no attempt whatever to explain  
matters to the natives, most probably with  
the direct object of thus ensuring a certain  
amount of trouble to the British and, at all  
costs, saving face by giving the delimitation  
of the boundary the appearance of a forcible  
seizure of territory.

### TELEGRAMS.

Special to the "Hongkong Telegraph."

#### SPECIAL TELEGRAM.

### THE WEI-HAI-WEI TROUBLE.

#### THE BRITISH MINISTER MOVES. FLEET OFF WEI-HAI-WEI.

(FROM OUR OWN CORRESPONDENT.)  
TIENTSIN, May 11th, p.m.

The British Boundary Commission  
at Wei-hai-wei has been attacked and  
the Chinese Government's special  
Commissioner captured by the mob.  
The British Fleet is assembled off  
Wei-hai-wei and men are being  
landed. Strong representations are  
being made by the British Minister  
to the Tientsin Yamen.

Received at 6 p.m. 13th.

Published at 1 p.m. 14th.

### REUTER'S TELEGRAMS.

#### THE WAR.

#### GENERAL BULLER'S FORCE IN NATAL.

LONDON, May 11th.

Great activity among General Bul-  
ler's forces is reported, but correspond-  
ents are not allowed to divulge the  
movements.

#### THE ADVANCE IN THE FREE STATE.

Lord Roberts reports from Reif-  
spruit, 10th inst. evening, that he  
had a successful day and had driven  
the enemy from point to point. The  
force is now eight miles from the  
river and the cavalry and mounted  
infantry at Ventersburg station.

#### THE TROUBLE AT WEI-HAI-WEI.

Mr. Broderick (Parliamentary Sec.  
Foreign Office) stated in the House  
of Commons that plans for the new  
hospital at Hongkong were leaving  
this month and that every effort  
would be made to erect the building  
as early as possible.

#### THE TROUBLE AT WEI-HAI-WEI.

Mr. Broderick (Parliamentary Sec.  
Foreign Office) stated in the House  
of Commons that Col. Ooravard  
(Dorwood?) had been instructed to  
continue the demarcation of the  
frontier at Wei-hai-wei even without  
Chinese co-operation.

#### THE WAR.

#### THE MAFeking RELIEF FORCE.

LONDON, May 12th.

The *Daily Mail's* correspondent at  
Cape Town says that the Mafeking  
relief force has passed through  
Vryburg.

#### THE WESTERN FRONTIER.

Reuter's correspondent at Kimber-  
ley wires that British patrols at Four-  
teen Streams have entered the Tran-  
svaal.

### THE ADVANCE IN THE FREE STATE.

Reuter's correspondent at Geneva  
Siding wires that the British forces  
arrived there on the morning of the  
11th inst., and are now fourteen miles  
from Kromstadt.

#### MR. CHAMBERLAIN ON THE CONDITIONS OF PEACE.

Mr. Chamberlain, speaking at Bir-  
mingham, said in the general condi-  
tions of a settlement Great Britain  
was not prepared to again recognise  
the independence of the Republics  
whose territories must be incorporated  
with Her Majesty's dominions  
under the British flag, but individual  
liberties would be preserved.



## THE "TERRIBLE" FETE.

Owing to the unsettled state of the weather the fete to be given to Captain Percy Scott, C.B., and the Officers of H.M.S. *Terrible* on Saturday evening on the Cricket Ground has been indefinitely postponed. Due notice will be given when a new date has been fixed.

## ROYAL MILITARY HOSPITAL.

As will be seen by a telegram published in another column the plans for a military hospital for Hongkong have been approved. This is the successful termination of a correspondence that has been dragging its weary length through the departments concerned, for the last 12 to 14 years. There is no doubt that the accommodation in our military hospitals at the present time is not only very inadequate but is so scattered that the time of the doctors is most unnecessarily wasted in moving from one hospital to another. The approved scheme dispenses with all this, as the suggested building, being situated in a very central position (Holloway Road), does away with the scattered branches and brings the separate departments under one roof and therefore reduces the amount of labour for supervision etc. At present there are two blocks of buildings in Wellington Barracks used as hospitals and a built, the *Meane*, principally used for contagious diseases, but the present scheme will do away with these, the whole hospital staff being under one roof. The plans that have already been approved show that the welfare of Dr. Atkins, Esq., has been considered in every detail and that the efficiency of the hospital staff will be greatly enhanced. Some exception may be taken to having the hospital at a higher level than that at which the barracks are situated, but we are informed from a most reliable source that it is intended to gradually move the whole of the garrison to a higher level, as it is found that the health of the troops at Mount Austin is far superior to that of those on the lower levels. Of course this will take time to perform but in the interim special arrangements will be made to accommodate the different barracks to provide for men being taken suddenly sick and for serious cases. Before the work can be commenced the final approval of the plans will have to be obtained but this is expected by the next mail or so and it is hoped that the work will not be delayed more than the time the actual building operations necessarily involve. It is a reform that is wanted and therefore the sooner the better, say we.

## THEATRE ROYAL.

## THE BABES IN THE WOOD.

The pantomime on Saturday night fulfilled all expectations. A London pantomime in Hongkong is not an every day occurrence, and Mr. Dallas and his talented Company must indeed have worked hard to secure the happy result with which their efforts were rewarded on Saturday. The house was full, and the frequent applause and demands for encores testified to the appreciation with which the audience heard the various songs.

Miss Maudie Alleyne as the Spirit of Youth appeared in the first scene, and looked the part to perfection.

Later on she charmed everyone with her delightful rendering of "The Willow Pattern Plate" her enunciation being, as usual, excellent and in response to the general appeal, she repeated the last verse. We should have liked to hear more of Miss Alleyne singing during the evening, but her part did not admit of any. The absence of Mrs. Dallas from the cast was noted and regretted.

The overture composed of popular airs was well rendered by the Orchestra, and the curtain rose soon after 9 a.m. disclosing the Nursery at Christmas, time the Babes sleeping peacefully, and the Spirits of Lullaby and of Castigation were early upon the scene.

Miss Florence Peel sang and danced so well that it was not in the nature of things for the audience to take her advice and "look the other way." On the contrary they wished to look in the same direction again and Miss Florence Peel kindly gratified the general wish.

The Wood Scene in Part II. evoked loud expressions of admiration—and in this Sylvan glade Miss Florence Peel gave us some more of her sprightly dancing and pleased every body. She was also heard to advantage in the duet "when we are married" with Prince Paragon—well played by Miss Hattie Peel, who met with success in her Song "Violet Violet" and "on her Father's Farm" repeating in each case, the last verse, in response to the loud encores accorded to her.

Messrs Dallas and Hermann, as The Babes, were immense and kept the audience in a continual bubble of merriment by their drolleries and amusing get up. Their aversion to soap and water was well received as also was the little boy play of telephoning for a glass of water, which, however, was unobtainable, it being after 8 a.m.

We would remind our readers that "The French Maid" is staged tonight.

## - AMOY NOTES.

(From Our Own Correspondent).

Amoy, 10th May, 1900.

There is little at present to interest us in Amoy as our tea season has not yet commenced, and the largest export item is cordials for the Straits and Manila; however from a political point of view the condition of the port is interesting to those who study the signs and portents of the times, and such may find cause for serious speculation or the actions and projects of the recently enfranchised Jap. He is very much in evidence here and is increasing in numbers and growing visibly in importance. The recent visit of Dr. Gibb, the chief of staff of Baron Kodama, Governor General of Formosa, gave a fillip to Japanese merchants and officials; apart from the moral encouragement derived from the reflected smile of the Mikado, their colony benefitted substantially by the purchase of the residence of F. Leyburn, Esq., which is to become a club for our Oriental cousins. The continuous presence of at least one naval vessel frequently reinforced by smaller ones tends to our port the appearance of being under Japanese protection. With the improvement projected at their concession we may look shortly to Japan being the preponderating power here, and indeed that officials are not backward in admitting that to Japan the Fukien province must look for tuition in commercial and educational matters; Japan standing also as champion of Folkland's liberty (?) (Under Japanese tutelage of course) against all Occidental land-grabbers. Quite a large order for the Island Empire and one that the natives will relish even less than the foreign residents. After a few months residence in Japan since the treaty revision laws applied in our port.

"Doctor, do you think tight lacing is bad for consumption?" "Not at all—it is what it lives on." The doctor's reply was wise as well as witty.

## ST. PATRICK'S CLUB.

## H.M.S. "ORLANDO'S" MINSTREL TROUPE.

What is required in the Colony for the social advantage of the soldier or sailor is some place offering sufficient attraction to Tommy or Jack to keep him away from the drinking dens, now, alas, too numerous. H. B. the Acting Governor must have recognized this and made it his motive when he lent his countenance and gave financial aid to the formation of the "Soldiers Club," at present in its infancy. For some time past there has been an institution under the name of St. Patrick's Club, situated above the Tramway Station, which has with gradual effort, been making its name known amongst that class for which it was intended, namely the soldiers and sailors of the Roman Catholic denomination.

We understand that the initial outlay, which was considerable, was partly if not wholly borne by His Reverence the Bishop. The Executive Committee, in recognizing this as a debt of honour and have from time to time striven to wipe out the debt. They were aided to considerable extent on Saturday night, when the Minstrel Troupe of H.M.S. *Orlando* gave an entertainment, the proceeds of which went to the funds of the Institution.

Captain Burke, H.M.S. *Orlando*, Lieut. Perfect and several other Officers honoured the Company with their presence and a most enjoyable evening was spent, there being a large attendance of both services, not a few civilians also being there.

The first part of the Programme was carried out by the *Orlando's* Minstrel Troupe in true nigger style. Bones and Tambos were well up in suitable roundabouts which were ably expounded with the help of Mass Johnson. It was amusingly refreshing to learn that the English race is the meanest and stingiest in the world because it has had a sovereign for 63 years without changing it, and that Kruger always likes to walk on the pavement because he does not like Rhodes.

The second part was well sustained as a variety entertainment, special items being Signor Antonio, Violin Obligato, A.H. Chapman, Minstrel's singing of the "Lads in Navy Blue" and Mr. Black's rendering of the "Village Blacksmith."

To summarize, the performance was a complete success throughout, and we understand that the Committee were most satisfied with the financial result.

Undoubtedly the Club is well deserving of all the patronage the catholic portion of the community can bestow upon it.

We append the programme—

Overture.	Band.
I—Opening Chorus.	Band.
II—Song.	Mr. Black.
III—Song.	Mr. Black.
IV—Song.	Mr. Black.
V—Song.	Mr. Black.
VI—Song.	Mr. Black.
VII—Song.	Mr. Black.
VIII—Song.	Mr. Black.
IX—Song.	Mr. Black.
X—Song.	Mr. Black.
XI—Song.	Mr. Black.
XII—Song.	Mr. Black.
XIII—Song.	Mr. Black.
XIV—Song.	Mr. Black.
XV—Song.	Mr. Black.
XVI—Song.	Mr. Black.
XVII—Song.	Mr. Black.
XVIII—Song.	Mr. Black.
XIX—Song.	Mr. Black.
XX—Song.	Mr. Black.
XXI—Song.	Mr. Black.
XXII—Song.	Mr. Black.
XXIII—Song.	Mr. Black.
XXIV—Song.	Mr. Black.
XXV—Song.	Mr. Black.
XXVI—Song.	Mr. Black.
XXVII—Song.	Mr. Black.
XXVIII—Song.	Mr. Black.
XXIX—Song.	Mr. Black.
XXX—Song.	Mr. Black.

## THE PLAGUE.

Cases reported to 12th instant..... 193  
Do. do. during past 48 hours..... 14  
Total..... 207

Deaths reported to 12th instant..... 176  
Do. do. during past 48 hours..... 14  
Total..... 190

## BRAVERY AND HONOUR.

## AS UNDERSTOOD BY THE BOERS.

Mr. Julian Ralph, a distinguished American correspondent who has been at the front all through the war, does not admire the Boers. He may, or may not, hit the right point of view, but at least it is an independent and an interesting view: "To the British people he says—

Against all possibility of a colonial rising keep on sending troops. Rain them on us, pile them upon our shores. Never weary of well doing. Do not bethel the job at the finish for the sake of saving the cost of thirty ships and 40,000 men. I have not the slightest idea that there will be a rising, but that does not matter. If you have a large and modern fire brigade the dread of a burning fire next door will never keep you awake at night.

And whether the war is near its close or whether the worst is to come, please prepare yourselves soberly and with knowledge for the settlement that is to be made.

First I beg you to remember that this is not a war waged by England.

It is a war steadily and stealthily planned by the Queen's Dutch subjects and the Dutch Republics for fifty twenty years. For between 1810 and 1820 years they equipped for it. They began purchasing arms and planning defences before the Jameson Raid; let no one

about that. Finally, Kruger begged Steyn to declare war three weeks before Steyn consented. Hostilities were begun by them.

Next I bid you to remember the notion that you are crushing two former Republics.

There is not a farmer in the two countries, and only one (the Free State) was a Republic in any way except mis-naming. These people are herders of cattle, sheep, and goats, like the Israelites of old, and the Afriids and Turks and Balkan peoples of to-day.

The other day I read, in an article by Mr. H. W. Massingham, that "the Boers have made South Africa. The gentle, scholarly journalist took that means of saying that he South Africa and smothered it, kept it down, made it the most backward of all white men's lands of equal white man's tenancy. His so-called 'farms' are as Nature made them—merely reaches of veldt on which his cattle graze. On each one he has put up a home, but its surroundings are almost invariably more repellent and disorderly than any homes I ever saw, except the cabins of the freed slaves in the United States. Their camps and strongholds from which we have routed them are the filthiest places I have known men of any sort live in, and I have seen Red Indian camps, Chinese camps, Turkish camps, and the camps of the Boer to give the simple truth that he lived by the hunting until twenty-five years ago, and that since then

HE HAS LIVED BY CATTLE HERDING.

He has taken a quarter of a century to grow a small patch of meadow for his partial support, and for variety in food.

And now as to their bravery and honour. I have seen and heard sufficient to fill the pages of the *Daily Mail* with accounts of their cowardly and dastardly behaviour before I came to Kimberley, but here I find that they have been guilty of different and original enormities.

Here they killed our wounded and laid their bodies in a row after one of the forays out of the town. And here they armed many of the blacks to fight against us, showing all the world how scandalously fraudulent were their exclamations of horror at the idea of our employing native Indian troops in this war—a step we never even discussed. We have heard from Natal and from Colenso of their arming their black servants and employing them to fight us, but this I have merely read of—not seen or got at first hand. In Kimberley, however, it is positively stated that the Long-burgh negroes sent out of the diamond company's compounds were impressed into the Boer service, they being blacks whom we have had a recent necessity to punish for rebellion.

There has been hardly been a battle in which the Boers have not abused either the white flag, the Geneva Cross, or both.

I think it is safe to say that the fight at Paardeburg Drift, where the guerilla chief, Cronje, surrendered, is the only battle in which they have not disfigured themselves.

IN ONE OF THESE WAYS.

At the battle before that, Spion Kop in Natal, our people saw them loading their Maxim in their ambulances in order to get them safely away. "This we saw them do at Modder River also."

At Spion Kop they showed the flag of truce in one place. An officer said to his men, "The dogs are trying to murder us by showing a white flag. Lie still, all of you. Put your helmets on the muzzles of your guns and aim slowly lift them into sight above the rocks."

This was done, and a volley of rifle bullets greeted what the cruel Boers took to be the line of British heads. At Belmont the same ruse succeeded only too well.

During the siege of Kimberley the devilish trick was played upon the town defenders' outposts. And Kimberley is where the Boers shelled the funeral cortege of George Labram—who made the big gun for the town, and later they had even shelled the town before.

Spion Kop is where they shot a doctor while he was bandaging a wounded man. At many places they tried on our ambulances, I saw them do it at Modder River. And I saw them fire on our stretcher-bearers in that battle time and time again.

There is never an excess of pretence in war, but one phase of it that was sentimentality, it is poetic, has always been the tendency of the opposing pickets to establish a show of camaraderie. In the fight between the North and the South in America the pickets exchanged cigars and tobacco, and in that between America and Spain last year they conversed together and exchanged gifts. In the war waged by the Boers against the British the Boers have crept up like a snake in the grass to kill our outposts on every field since the war began.

When we entered Ladysmith it looked like a city of doctors. Every man in the streets wore a Red Cross badge on his arm. These were the men who had just been shooting at us from behind the garden walls. There was nothing novel or original about their seeking the cowardly shelter of a doctor's badge. We are quite accustomed to it. We once entered a Boer laager after a victory and found twenty-seven of these bogus doctors in it—and seven or eight wounded men for their patients, as I remember the case. There was also a plethora of doctors in the tiny hospital on "the island" at Modder River. They had hidden their rifles and cartridges under the beds of the patients and put on their Red Cross badges as soon as they saw they could not get away.

Again and again our mounted soldiers have chased Boers in the veldt and seen them rush into a house, give their arms into safe keeping and then come out with Red Cross bands upon their arms.

Many times they have hidden in farm-houses and sent the women out to make a pretence of occupation in household work, so that our scouts would ride up without suspicion and receive a volley from the farmhouse window.

Their wounded have shot our soldiers after a battle had ended and we were offering them succour. This is after the pattern of the Deraai, which is never a good man till he is dead.

At Graham's post the wounded Boers accepted a drink of water from a gull and then they killed him as he passed on to the next sufferer.

They have not been content with hiding the houses of loyal persons in the British colonies, but in Natal in scores of instances they have smashed into kindlings and torn to ribbons whatever they did not want.

OR COULD NOT CARRY OFF.

Worse yet, they have fouled the walls of the homes of defenceless women with obscene writings.

They never knew the value of an oath or promise, and have not learned it since the war began.

You have seen the reports of all battles which the Boers have circulated. They have been called to England at times, for your amusement. Do you know how earnest and serious they made this practice of false witnessing?

It will instance the Barkly district—merely because I want to write nothing that I cannot prove. From that district a man went to see or to take part in the battle of Belmont. Methuen's first victory. He came back to his home and told his neighbours that the British had beaten the Boers in that fight. The Boers had posted an announcement that they had won a victory there and also taken De Aar, with its million pounds' worth of Army stores. When the local gossip contradicted this with his own true tale the Boers—in the Orange Free State, and set out to kill him. He was hidden for weeks in the house of a friend of mine, and finally got away safely.

The Boers confiscated all his property, even sending to his laundress for his soiled linen. Then they posted a notice that a fine of £50 would be imposed upon any man who circulated any information about the war except such as was given out by the pro-Boer land-droppers.

This is a story of Barkly West, but I am told it is his scores of other districts.

## CEYLON PIGS BUILD HUTS.

## HOW IT IS DONE.

The following letter appears in the *Field* of March 17th, and is from the pen of Mr. Gordon Reeves—

"In your issue of January 27th last, your correspondent, 'H. H. C.' describes a colony of pigs and their dwellings ('huts'). These pigs are well-known to sportsmen in the hill country of Ceylon, though I have never seen them in the plains, or heard of them there. They are commonly found, and more usually single, on the forest and jungle edges, where rank grass (Lemna grass) is found and are composed of this grass.

When built in the forest itself, which is a more unusual procedure, they are generally composed of 'milla' a species of acanthus, which forms the greater proportion of the undergrowth at elevations between 8,000 to 5,000

ft. Having been a constant observer and hunter of pig for the last twenty-five years, I have on more than one occasion witnessed the building of a hut, and both occasions the work demanded the attention of two pigs. One pig simply laid down, while number two grubbed up the grass by the roots and heaped it over the recumbent one. I cannot account for the fact that pighus in this country are more frequently found single. I have on occasion found colonies of three and four, but the almost invariably rub is a single hut. They are not built for family purposes, for, although I have occasionally turned out a single sow, I have much oftener found the huts to be tenanted by boars. Their occupation does not appear to last more than a day or two, and then only during wet weather. I have on one occasion known a wounded pig to take refuge in a hut. I had noticed the hut in the morning, and had also noticed that it was untenanted, owing to its shape. On following-up my pig, I at once recognised, by the dome shape of the hut, that he had gone home.

E. G. REEVES.

Ratnam, Madakale Ceylon, Feb. 21st.

## A REMARKABLE PREDICTION.

We are reminded that four years ago, the editor of the now defunct "The Burger," Bloemfontein, who strenuously opposed the proposed Union between the Free State and the Transvaal, wrote, after the conference, which was held in March 1896, between President Kruger and President Steyn, an article on the question, the contents and prediction of which seem remarkably near their fulfilment. The translation of the article is somewhat as follows:

"It cannot be denied that the Boers have all the courage, daring, and fighting qualities which go to make a nation; but what can the Transvaal and Free State do against mighty Great and Greater Britain? If the Free State joins the Transvaal, it means that in the event of war with European power, and that Power can only be England, the State will have to bear the brunt of it. The Free State, with its open frontier, its extensive flats, is precisely the country for the operations of an enemy against the two States; the consequence will be that the Free State will most probably be the means of great weakness to the Federal forces, as it will be impossible, even if the combined forces of both States were to operate at this State, to contend against the sweeping forces of a large British army. And what will be the result? Long and weary wars will have taken possession of Bloemfontein and hoisted its flag here. Surely the hunches which I have twice before they enter into such a dangerous Union. This disaster might not happen to-day or to-morrow, or neither this year or next. Political evolution is a slow process, but every point towards it, that the evil day cannot be long delayed and the next five years will surely see great changes in South Africa."

THURSDAY, 17th.

11 a.m. Public Auction Sale of Japanese Matches and Singlass in the Gardens of Kowloon by Mr. Paul Brewitt.

1 p.m. N. L. steamer *Pravara* leaves for Europe etc.

C. P. R. steamer *Empress of Japan* leaves for Victoria B.C. via Honolulu.

Daylight—P. M. S. Co's steamer *China* leaves for San Francisco etc.

4 p.m. Cargo ex *Seaford* subject to rent.

8.30 for 9 p.m.—Regular Meeting of the Pet-severance Lodge.

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1899—Troops leave Hongkong on account of fresh trouble in Hintealand.

1899—The Port of Santa in Sarawak bay opened to trade.

## AGENDA.

TO-DAY.

Cargo ex *Kailash* subject to rent.

9 p.m.—Mr. Henry Dallas' Company at City Hall, "The French Maid."

TO-MORROW.

O. S. Co's steamer *Alcinous* leaves for London via Suez Canal.

Noon—C. N. Co's steamer *Taiwan* leaves for Australian Ports.

1 p.m. A. L. S. N. Co's steamer *Siberia* leaves for Europe and Trieste via Straits.

N. P. steamer *Duke of York* leaves for Victoria B.C. and Tacoma.

Cargo ex *India Maru* subject to rent.

2.30 for 11.30 p.m.—Grand fete to the officers of H.M.S. *Terrible* on the Cricket Ground.

C. N. Co's steamer *Marie Jensen* leaves for Samarang and Sourabaya.

WEDNESDAY, 16th.

11 a.m. Public Auction Sale of Japanese Matches and Singlass in the Gardens of Kowloon by Mr. Paul Brewitt.

Noon—N. L. steamer *Pravara* leaves for Europe etc.

C. P. R. steamer *Empress of Japan* leaves for Victoria B.C. via Honolulu.

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4 p.m. Cargo ex *Seaford* subject to rent.

PREUSSEN, German steamer, 3,278, R. Heintze, 14th May—Shanghai 12th May, Mails and General.—Meichers & Co.

Clearances at the Harbour Office.

Saibong, British str., for Samar.

Charterhouse, British str., for Swatow.

Hermes, Norwegian str., for Canton.

Kongai, Chinese str., for Moji.

Kongai, British str., for Canton.

Kwai Lum, British steam-launch, for Macao.

Pravara, British str., for Shanghai.

Imperial, German str., for Saigon.

Departures.

May 12, *Aurora*, British cruiser, for Manila.

May 13, *Thalita*, British str., for Swatow.

May 13, *Formosa*, British str., for Swatow.



## Intimations.

THE "STAR" FERRY COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 31st day of May, 1900, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 23rd instant, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 5th May, 1900. [577b]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given, that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, when the SUBJOINED RESOLUTIONS will be proposed.

- 1.—That the Capital of the Company be increased from \$100,000 to \$250,000 by the creation of 150,000 New Shares of \$10 each.
- 2.—That the New Shares be issued at such time or times and at such premium as the Directors may determine.
- 3.—That the New Shares be allotted to such persons and upon such terms and conditions as the Directors may determine.

By Order, EDWARD OSBORNE, Secretary.

Hongkong, 5th May, 1900. [578b]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given, that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, when the SUBJOINED SPECIAL RESOLUTIONS will be proposed.

Should the said Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting, which will be subsequently convened.

That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:

That the following clause be substituted for Clause 37 of Table A:—

"For all the purposes of a General Meeting shall be present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum requisite be present at the commencement of the business."

By Order, EDWARD OSBORNE, Secretary.

Hongkong, 5th May, 1900. [579b]

THE PUNJON MINING COMPANY, LIMITED.

SHARES in this Company on which a CALL of \$1 was made PAYABLE on the 3rd day of March, 1900, and which Call has not yet been paid, are liable to be forfeited, in accordance with the Articles of Association of the Company.

Interest at the rate of 10 per cent. per share will be charged on all Overdue Calls.

W. H. GASKELL, Secretary.

Hongkong, 12th April, 1900. [566b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed:

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 27th March instant, and since duly registered, the Sum of \$125,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$1.25 as paid up thereof in addition to the Sum of \$30 now standing to the credit of each Share.

2.—That the Capital of the Company be called up, and that a CALL be and is hereby made of \$1.25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board, A. SHELTON HOOPER, Secretary.

Hongkong, 27th March, 1900. [403b]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND of Twenty per cent. upon Contributions for the year 1899 has been declared.

Warrants will be issued on the 1st May.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 20th April, 1900. [513b]

Masonic.

PERSEVERANCE LODGE OF

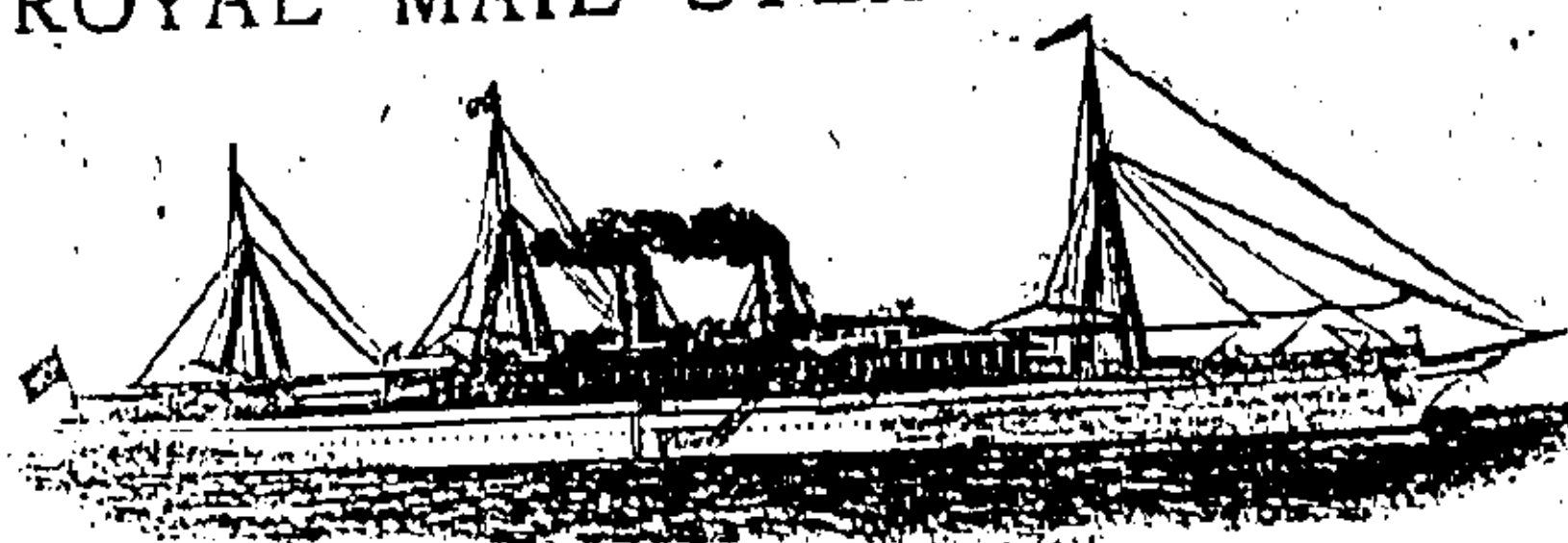
HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 16th instant, at 8.30 for 9.00 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 9th May, 1900. [600b]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given cheap fares and ROUND THE WORLD. Passengers Booked through to all principal points, Good for 4, 6, 9 and 12 months. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Booklets, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 11, BAKER STREET, FIDELITY BUILDING.

Hongkong, 15th April, 1900.

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Duke of Edinburgh...May 15  
Albatross...June 2  
Albatross...July 3  
Queen Adelaide...July 25

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Albatross...May 19  
Albatross...June 9  
Albatross...July 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS.

THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or., whichever may be the destination of the Steamer.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 11th May, 1900.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle...May 23  
Belgian King...June 2  
Thyra...July 20

THE Steamship "STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA AND HONOLULU, on SUNDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 12th May, 1900.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Albatross...May 23  
Albatross...June 2  
Albatross...July 20

THE Company's Steamship "DORIC,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 23rd instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 1st May, 1900.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "COROMANDEL,"

Captain F. W. Viner, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 26th instant, at Noon, taking 1 passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day previous to sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 12th May, 1900.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID.	FRIDAY, 18th May, at Daylight.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.	TUESDAY, 22nd May, at Daylight.
S. Yoshizawa.....	SHANGHAI, CHEMULPO and NAGASAKI.	TUESDAY, 22nd May, at 4 P.M.
MIKAWA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, 25th May, at Noon.
M. Takahashi.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 25th May, at 4 P.M.
MIKE MARU.....	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 26th May, at Noon.
KASUGA MARU.....	HAMA.	FRIDAY, 1st June, at Daylight.
E. W. Haswell.....	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID.	FRIDAY, 1st June, at Daylight.
FUTABA MARU.....		
J. Thom.....		
HAKATA MARU.....		
F. L. Sommer.....		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th May, 1900.

## NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



## HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

BAMBERG.....HAMBURG and HAMBURG. 19th May. Freight.

JACOBS.....(LONDON with transshipment in HAMBURG) 19th May. Freight and Passage.

SARNA.....HAMBURG and HAMBURG. 19th May. Freight.

FUCHS.....(LONDON with transshipment in HAMBURG) 19th May. Freight.

AMIRIA.....HAMBURG and HAMBURG. 19th May. Freight.

BURMEISTER.....(LONDON with transshipment in HAMBURG) 19th May. Freight.

SAMHA.....HAMBURG and HAMBURG. 19th May. Freight.

GREIFBURG.....(LONDON with transshipment in HAMBURG) 19th May. Freight.

FEYEN.....(LONDON with transshipment in HAMBURG) 19th May. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Tuesday, 26th June, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Saturday, 21st July, at Noon.

THE Steamship "NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 31st instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. the same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 9th May, 1900.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Wednesday, 16th May, at Daylight.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Saturday, 9th June, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Thursday, 5th July, at Noon.

THE U. S. Mail Steamship "CHINA,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 16th instant, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States



## THE LATEST STORY OF THE WAR.

## THE WITNESS FROM THE PIT.

The following is one of the latest war stories from home. Mr. Kruger has a near relative in London, so it is stated, and the President telegraphed to know whether, as every Britisher seemed to be at present in or round about the Free State, there were many men left in London. The reply was that there seemed to be no diminution in London. A second message ordered the relative to visit Liverpool, Manchester and Birmingham. The reply was to the same effect. These ciphers were as full as over. The third message ran "Visit Newcastle." Back came the reply "Stop war. They are bringing people out of Hades." The ciphers were too much.

## THE FOREIGN POLICY OF THE UNITED STATES.

In the *Atlantic Monthly* for March, ex-Secretary of State Olney has a paper on the growth of the foreign policy of the United States. Mr. Olney is clear that the isolation policy of the United States would have been abandoned without the Spanish war, and thinks that the war only hastened the abandonment, but he is no less clear in condemning the direction given to the expansion policy of the McKinley administration. He thinks the acquisition of the whole of the Philippine Islands was a mistake, but having acquired them, the necessary expense for the equipment of a large army and navy will have to be incurred, and he deprecates any material increase in the army, though favourable to a larger navy. The ex-Secretary fails to see the advantage given to the possession of the Philippines, but regards the possession and the attendant enormous expense as more than offsetting the advantages of the most hopeful anticipations. He argues that the trade of the Philippines, however improved, cannot be considered a sensible investment of trouble and expense by the United States to hold and govern them. The popular declaration that the flag, wherever raised, should never be taken down, is answered by directing attention to the fact that the United States never held by conquest anything more than the city of Manila, and that their title to everything else rests on purchase. Mr. Olney contends that the possession of Manila would have given the United States every necessary advantage in the China trade, and thus avoided the enormous cost of first subjugating the islands, afterwards defending and governing them. He adverts to another view, which is considered of great importance in its future bearing, and that is, the possession of the Philippines will force the United States to an alliance with some foreign power. Mr. Olney says, emphatically, that that has not been the friendly contention of Great Britain, the United States would never have possessed the Philippines, either by conquest or purchase, and he is equally emphatic that if an ally is to be elected, Great Britain should be the choice, because "most formidable as a foe and most effective as a friend," but he does not disguise that an alliance with Great Britain will probably be at the loss of the friendship of the other powers of the world.

The position of the United States, says Mr. Olney, would have been more unique, commanding and influential in harmonising the international disputes of nations, had they escaped the occasion to consider that an alliance with any power was a necessity, and this, he is convinced could have been done by a different policy towards the Philippines. The possession of the Sandwich Islands and Porto Rico, Mr. Olney does not think, would have mixed up the United States in European affairs as will the possession of the Philippines, and he is insistent that Congress should exercise its function and make a point of law what the already is in point of fact, namely, United States territory. "The spectacle now exhibited of a President and his Cabinet sitting in Washington with an appointed sort of an imitation President sitting with his Cabinet in the Antilles must have an end."

With reference to the "open door" policy, Mr. Olney says: "We can count upon the open door policy in China only if we can influence the Powers concerned in one of two ways—by making it their interest to grant it through reciprocal concessions on our part or by a manifest readiness to back our demand for it by such physical force as they will not care to encounter. To the successful use of the first method, our Philippine possessions are a serious drawback if not an insuperable obstacle. If we claim the 'open door' of the Powers dominating China, how are we to deny it to them in our own dependencies?"

The paper from which the above views have been taken is a graphic and able review of the subjects treated, and such as may interest readers in the Orient, but it may be added that Mr. Olney plainly tells his countrymen that the high protective tariff is as much responsible for the isolated situation of the United States as any other cause, and so long as the tariff policy is adhered to the United States must appear inconsistent in demanding from other nations a freedom for trade which they are unwilling to recognise. A more liberal trade policy would have expanded the commerce of the United States, and the expansion would have been on peaceful lines.

## THE STORY OF KHAKI.

The story of khaki is one of the industrial romances of the century. The use of an olive dye in connection with the clothing of our troops in India dates back for many years. The tint was devised, in the first instance, by native dyers, who used for the purpose pigments which they were unable to fix, and also unable to prepare in a uniform state. A traveller for a Manchester firm was one day taking a railway journey in Northern India, and found himself in the company of an Anglo Indian military officer. The conversation drifted to cotton drill and the regimental officer made the remark that the first Manchester man who succeeded in producing an absolutely fast khaki dye would make his fortune. The remark made a deep impression upon the traveller, who upon returning home set to work to study the reason why the olive and brown dyes hitherto used always washed out after a few applications of soda. He put himself into communication with a skillful dyer, and the two experts set themselves the task of discovering a method of fixing these dyes upon cotton yarns or fabrics. Many experiments were made, and at length an effective dye was obtained, but, unhappily, it yielded at once to the soap and soda test. Instead of giving up in despair, the two inventors pursued their researches, and one day the dyer produced a piece of fabric which upon being tested was found to retain its colour even under the severe application of a caustic alkali. He was requested to try again, and again he failed. Then the two colleagues put their heads together, and went over the conditions again very carefully, and they at length observed that, whether accidentally or not, the cloth in which the dye was fast had been dipped in a dish made of a certain metal, whereas all the unsuccessful experiments had been made with a dish of another metal. The invention was assured from that day, fortune was the result.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Adoolhoosen, Ali Taz, Anolla, D. Austin, Lieut.-Col. G. R. A. B. C. Adams, Miss C. A. Among, G. N. Alden, L. Alden, H. Agon, D. J. Aden, Mrs. H. A. A. Mrs. B. A. Mrs. C. A. Mrs. D. A. Mrs. E. A. Mrs. F. A. Mrs. G. A. Mrs. H. A. Mrs. I. A. Mrs. J. A. Mrs. K. A. Mrs. L. A. Mrs. M. A. Mrs. N. A. Mrs. O. A. Mrs. P. A. Mrs. Q. A. Mrs. R. A. Mrs. S. A. Mrs. T. A. Mrs. U. A. Mrs. V. A. Mrs. W. A. Mrs. X. A. Mrs. Y. A. Mrs. Z. A. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. 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E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P. P. Mrs. Q. Q. Mrs. R. R. Mrs. S. S. Mrs. T. T. Mrs. U. U. Mrs. V. V. Mrs. W. W. Mrs. X. X. Mrs. Y. Y. Mrs. Z. Z. Mrs. A. A. Mrs. B. B. Mrs. C. C. Mrs. D. D. Mrs. E. E. Mrs. F. F. Mrs. G. G. Mrs. H. H. Mrs. I. I. Mrs. J. J. Mrs. K. K. Mrs. L. L. Mrs. M. M. Mrs. N. N. Mrs. O. O. Mrs. P



